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Teamster

The Indiana Teamster Movement

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No. 4

Vol. X

Indianapolis, Indiana, January, 1951

# HOWARD COMMISSIONERS UNFAIR TO TEAMSTERS

## Katz Renamed For Five Years By Local 691

RICHMOND—Teamsters Local No. 691 has unanimously re-elected James K. Katz secretary-treasurer for five years.

This local, one of the liveliest Teamster Unions in Indiana covering Richmond, Connersville, Lawrenceburg and other territory, has re-



ntly obtained a number of  
ed contracts and is busy  
egaining for more. It has  
ken on a new business  
ent, Nick Carter, former  
(Continued on Page 3)

## Certain Lumber and Baking Cos. Okay In Muncie

By D. E. MAHONEY  
Local 389, Muncie

BUY LUMBER, COAL AND  
ILDING SUPPLIES FROM  
E FOLLOWING DEALERS:

Magie Coal & Supply Co., Court  
& Supply Co., Muncie Lum-  
and Coal Co., Grouleff & Mauck  
rber & Coal Co., Muncie Build-  
Coal & Supply Co., Glaser &  
for Lumber & Supply Co.,  
by Wood Lumber Co., and  
its City Lumber Co.

rother Walter Hartley has re-  
ered from a recent illness and  
ack driving at Taret Truck-  
again. Glad to see you back  
the job, Walt!

rother Curtis Hansard, driver  
the Magie City Beverage Co.,  
been elected to serve as  
e-year trustee of Local Union  
389.

While driving to St. Louis the  
e day, Brother Charles Sher-  
d's outfit was struck by an-  
truck, causing it to over-  
and catch fire. Brother  
oe was fortunate to escape

rother Ed Shockley, former-  
Grouleff & Mauck Lumber  
fell and broke his arm.

ATRONIZE THE UNION  
(Continued on Page 3)

## Bird Shooting Birdsong Goes Boom In Splash

EVANSVILLE — Duck hunting,  
according to friends of Clyde Bird-  
song, is now a pastime in which  
the duck doesn't take all the  
risk.

This weighty conclusion was  
reached by six in a party of eight  
local duck hunters after a harrow-  
ing experience at Reelfoot Lake  
last month, an occasion that will  
be remembered long after the de-  
bacle at Pearl Harbor.

According to reports from credi-  
table sources, Birdsong and a  
truck company executive, who  
shall remain anonymous, accom-  
panied by a guide, were about a  
mile off shore in a canoe when  
Birdsong, standing, spied a duck  
overhead.

There was a loud "Bang!" as  
he fired and stepped to the side  
of the canoe.

Unaccustomed to such seaman-  
ship, the craft capsized and settled  
in eight feet of water.

A wild scramble ensued to reach  
the nearest sapling. Meanwhile  
Birdsong was leading the chorus  
of shouts of "Help! Murder!" etc.,  
that rescuers later insisted could  
be heard as far south as the  
Smoky Mountains.

A cow bell has been presented  
to Birdsong as an expression of  
the solicitude felt by his friends.  
He has been admonished to con-  
tinue ringing the bell until he  
goes down the third time, if a  
crisis develops while on another  
duck hunt.

## Oil Drivers Get Raise In New Contract

A blanket oil agreement  
which was hailed a year  
ago as the best contract of  
its kind ever obtained in  
this area, has been renewed,  
with increase of 9 and  
73/100 cents an hour for  
all Teamsters employed in  
Indiana, except Lake and  
Porter counties, in hauling  
crude oil. Drivers occupy-  
ing sleeper cabs receive 23  
cents an hour increase.

The agreement was  
reached after three meet-  
ings between the owners of  
for-hire trucks and a com-  
mittee of Teamsters, headed  
by C. B. Birdsong, president  
of Teamsters Local 215,  
Evansville, and including  
E. J. Williams, 185, Indian-  
apolis; O. B. Chambers,  
759, Kokomo; John H.  
Reynolds, 144, Terre Haute;  
E. J. Kadlec, 298, Michigan  
City; Norman Murrin, 364,  
South Bend, and Charles  
Miller, 417, Vincennes.

## Candidate In Kokomo Welches On Promise to Road Workers

KOKOMO—If there is honor among the Howard  
County Commissioners it does not appear in their double-  
dealings with the men who maintain the county roads.

Two days before last election the commissioners  
agreed to bargain collectively for 17 of the 28 employees  
with Teamsters Union No. 759, which the 17 had joined.  
Two days after the election the same commissioners called  
the union members to a meeting in the garage at Kokomo  
and declared if they meet the union demands that  
half of them would be laid off.

To make good their threat the commissioners fired  
two of the union men, Ernest Fording and Elton English.

Before the election the commissioners promised O.  
B. Chambers, union head, to bargain with him for the  
men if he would wait until after election.

At that time Vane Conwell, from out in the county,  
sought re-election as the Democratic member. He couldn't  
win in the county and so carried his campaign into Ko-  
komo, where the Teamsters and other labor members  
helped him win.

Once returned to office however, Conwell assertedly  
upped his thumb at labor and joined the other two com-  
missioners in refusing to settle or bargain with the Team-  
sters. And even the State Department of Labor's concili-  
ator can't make a dent in their thick hides.

The union wanted 50 cents an hour more money,  
vacation and other improvements in working conditions.  
Instead those who have not been fired will take 15 cents  
an hour increase, or else.

This increase was given by the commissioners and  
the union has been ignored by the commissioners in the  
settlement of 15 cents per hour, and they continue to  
give the union the run-around.

## MUCH GOES ON OF INTEREST IN LOCAL 233

By ED HEFFNER

Bro. Martin Stahl of J. C. Perry  
Co. is back to work after a long  
illness. Good luck, Marty!

Fred Beck and Capitol HHI have  
been negotiated and are settled  
for another year.

A number of our members have  
been called to, and enlisted in the  
armed services. If any member  
hears from a member in the serv-  
ice let us know.

Bro. Raymond McGee of Sam  
Rose Co. is back to work after  
being injured on the job. We hope  
Bro. McGee will be able to con-  
tinue on the job.

Bro. Carl Hovermale reports  
he's glad the hunting season is  
closed because the members of  
the Indiana Terminal Tall Story  
Club will cease to operate. Bro.  
Pete Clouse is president of the  
Tall Story Club because he can  
without any shadow of a doubt  
tell the tallest (and the widest)  
hunting stories.

The only contr-  
present time  
mechanic  
Food. It is

## O. B. Chambers Re-elected Head of Joint Council

O. B. Chambers, president  
of the Indiana Conference  
of Teamsters and head of  
Local 759, Kokomo, was  
unanimously re-elected pres-  
ident of Joint Council 69 at  
the December meeting of  
that council.



O. B. CHAMBERS

John H. Reynolds, presi-  
dent of Local 144, Terre  
(Continued on Page 4)



## TRUCKERS SHOW GRATITUDE

AKRON, Ohio—Several hundred truck drivers and 90 trucking companies offered a formal "thank-you" to the people of two Pennsylvania and Ohio communities on January 17 for giving food and shelter to thousands of highway travelers caught in the Thanksgiving weekend snowstorm.

Irwin, Penna., at the junction of U. S. 30 and the western end of the Pennsylvania Turnpike, and Medina, Ohio, where U. S. 42 and Ohio routes 18, 8 and 57 converge, have been chosen as symbolic of the over-all relief effort in their two states and West Virginia.

The truck drivers showed their appreciation of the kindness of many townspeople and rural residents along hundreds of miles of roadways who took storm victims into their homes, set up emergency kitchens and shelters in churches, lodge halls and fire stations, and rescued hundreds of travelers marooned in their vehicles.

Truck drivers reaching their home terminals after the five-day storm told how private homes had been opened as refuges, how "the people couldn't seem to do enough for us," how "they wouldn't let us pay them."

The drivers wanted to raise a "thank-you" fund.

Talked up at coffee-shop stops along the routes, the idea caught on—snowballed. Employers began to hear about it, too.

One of those employers was Owen O. Orr, president of Motor Cargo, Inc., of Akron. He talked with executives of other trucking firms, and an "Irwin-Medina Testimonial Committee" was formed.

Contributions from drivers and employers rose to the \$4,000 mark.

Civic leaders in the two communities were told the truck drivers wanted to demonstrate their gratitude, and were asked what kind of gifts would be appropriate.

The Irwin Public Library will get \$2,000 for a new section of books. The new Medina recreation park, a keystone in the community's program for young people, will receive a similar amount for equipment.

Each community also will receive a bronze plaque attesting to its hospitality to strangers during the storm.

The checks will be turned over to local officials by truck drivers who were aided during the snowstorm.

## AUTO HAS KILLED A MILLION

"Accident X" will kill the millionth American since 1900 in traffic during 1951 or early in 1952, the Association of Casualty and Surety Companies predict.

Nearly 964,000 men, women and children have died in traffic accidents so far in the century, the Association declared. The 1950 toll of more than 35,000 deaths, which reflects a strong upward trend in fatal accidents during the past year indicates that the millionth motor fatality will occur next December or early in January, 1952.

"Accident X" will not be reported as such, it was pointed out by Julien H. Harvey, manager of the Association's accident prevention department in New York. Its victim, like the Unknown Soldier—just one of the month's statistics—will be "known but to God" he said. The new unknown American, typifying a million lives lost in traffic in 50 years, like the Unknown Soldier, will be a national symbol of sacrifice, Mr. Harvey said, because nearly all persons killed in traffic accidents lose their lives needlessly.

If "Victim X" should become a lasting symbol of the constant need for greater highway safety and thus spurs the entire nation into action that decreases traffic deaths and injuries, he declared, this new unknown American will save countless lives by losing his own and also will rest "in honored glory." Every month's respite for the victim of "Accident X" will mean a saving of about 3,000 lives, he pointed out.

## EMBARRASSED BY PROFITS

Some industries are going to be embarrassed when the public and Labor find out how much money they are making. That is the prediction of "Changing Times," the Kiplinger business magazine in its December issue. The publication, not at all friendly toward Labor, says that some of the big companies are going to be very sensitive when Labor leaders start talking about their profits, even after taxes have been paid.

The magazine predicts that business and industrial profits will be more than 45 billion dollars, which it says is a figure never imagined in the dreams of management in years past. Taxes will be a substantial slice but "there will still be plenty paid to stockholders, managers and work-

## Hancock Line Granted Long Trip Cargo

EVANSVILLE — After rejecting an opposition plea that Hancock Trucking, Inc., of Evansville want to "skim off the cream" of long haul freight traffic to South and West, the Interstate Commerce Commission indicates it proposes to grant the line authority to operate to Los Angeles and New Orleans. Its drivers are members of the Chauffeurs, Teamsters and Helpers Union No. 215.

The commission, according to word received here, has tentatively adopted, subject to exceptions, a recommended decision and order which would enable the company to operate between Evansville and Los Angeles, and between Henderson, Ky., and New Orleans.

This proposed order, however, would not become effective until some time next year, since the commission gave parties opposed to the proceeding until January 22 to file exceptions to the proposed order and no operation certificates will be issued before that date.

If no exceptions are filed the proposed order automatically becomes the commission's order and Hancock will be issued operating certificate immediately. In the event of exceptions there will be a delay for the filing of replies and to give the commission time to consider the new material.

Trinidad Examiner R. Edwin Brady, who conducted lengthy hearings in the case, lasting through most of last year, has recommended that Hancock also serve intermediate points of Little Rock, Ark.; Clovis, N. M.; Phoenix and Tucson, Ariz.; Jackson, Vicksburg and Natchez, Miss.; and Shreveport, Alexandria and Baton Rouge, La.

## Local 215 Dues

### Hurt In Accident

EVANSVILLE — Walter J. Wetzel of 1423 Lincoln Ave., is recovering of injuries received in an automobile accident at Maryland and Michigan Sts.

Mr. Wetzel, manager of the Lamasco Transfer Co., is a member of Chauffeurs, Teamsters and Helpers Union No. 215.

He suffered a fractured right shoulder and possible fractured ribs.

## Mrs. Mary Lowther Succumbs In Gary

GARY — Mrs. Mary Lowther, wife of B. H. Lowther, president of Local No. 142, Teamsters, is dead after a lingering illness. She was a resident of Gary for 43 years. Survivors include her husband, two daughters, her mother and three sisters.

## A. V. Newman Dies

EVANSVILLE — Funeral services were held for Albert V. Newman, 44, a member of Teamsters Local No. 215. He was an employee of the Motor Freight Corporation. He leaves the widow, a daughter, two half brothers, two half sisters, foster parents and stepmother.

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Vol. X No. 4

## Driver Contributes Delinquency of Society Cat

By SWEDE CARLBOM

On, one of New York City's charming old ladies and 400, had decided to spend her declining years on of the West Coast.

When I arrived to load her many beautiful paintings, antique furniture, bric-a-brac, etc., she was busily occupied with packing



SWEDE CARLBOM

into a small but stout wooden box a collection of rare scents and smelling-salts bottles. Some of the small glass bottles were in delicate colors of turquoise blue, others in ruby and pale jade bedecked with intricate designs of filigree silver and ornate gold-filled stoppers. Several bottles still contained white crystals of smelling salts. Each one was packed carefully with cotton packing.

Holding an extraordinary fine sample in her dainty and slightly wrinkled hand, Mrs. Pemberton explained how the fine flasks were very much in vogue at society balls of the 1830s. The ladies would swoon in the arms of some tall, dark and handsome cavalier who would immediately poke into the lady's embroidered silk purse to find the salts flask, hold it to

his lady's nostrils and bring her out of the swoon.

Of course, the cavalier would hold her tight with his face close to hers—not too shockingly tight, just gentlemanly tight. Upon my curious inquiry on how tight that would be, Mrs. Pemberton said she did not know and besides was up in the age where she didn't particularly care. She asked me kindly not to interrupt her lecture on smelling salts flasks with silly questions. So, back we went to the tall cavalier holding his swooned-off lady in his strong arms.

She would open her eyes at the first sniff, look into his, smile sweetly and say: "How kind of you, sir!" Then she would swoon again and the handsome one had to sniff her back to life several times in succession.

The doorbell rang and Mrs. Pemberton excused herself. Then a large Persian cat, which Mrs. Pemberton called "Lady Du Barry," came along and stroked itself against my leg. I picked up a flask of smelling salts and gave it a sniff.

She bourn "pfft," the red fur on her back came back to life for a sec.

Lady Du Barry took out through the door, just as Mrs. Pemberton entered, with the speed of a touched-off rocket. She flew up the staircase, a streak of red fire. There was a crash of breaking glass.

As we ran out on the porch we saw Lady Du Barry sailing through the air like a Roman-candle. She landed on all fours and zoomed down the street at a terrific speed, fur a-flying.

Mrs. Pemberton was much perturbed, wondering what had gotten into her lap-cat, usually so gentle and timid.

Back in the house, resuming the packing, we heard a scratchin' sound on the front door. Opening it, we beheld Lady Du Barry accompanied by a large ruffled-up tomat of the alley type. His fur was torn off in several places. And when Mrs. Pemberton tried to shoo him away he held his ground, spitting and raising his fur like porcupine quills. Lady Du Barry snuggled up and licked his nose.

Still wondering about the strange behavior of her precious pet Mrs. Pemberton looked rather worried and bewildered. When I asked me what I knew about it, I told her it couldn't possibly be from the couple sniffs of the smelling salts flask—or could it?

Looking at me somewhat perplexed and cross-eyed, she suddenly put her hand to her forehead and then collapsed into a large easy chair, mumbling "How could you?" Then she swooned.

I quickly grabbed a fancy salts flask and held it to her nostril! She opened her eyes, smiled and said: "How kind of you, sir." She swooned again but the second sniff had a striking effect.

Mrs. Pemberton shot out of the chair like a jack-in-the-box and bounded to the center of the floor. Flinging her arms with a falset "tra-la-tra-la," she began to spin like a top. She leaped and whirled with an astounding speed. Frightened out of my wits, I took refuge atop the upright piano.

Through the door like two streaks came the tomat chased by Lady Du Barry. Around and around the room they went in a dizzy chase.

Mrs. Pemberton's tempo seemed to increase. Ten layers of rainbow-colored petticoats were a-flare like a parachute. The high heels of her high-top laced boots were cutting the nap of the Oriental rug.

Tommy, the alley cat, leaped on top of the piano beside me. I was frightened stiff and all out of breath. From our perch we witnessed the most weird masurka, waltz, tango, or what-have-you dance that I have ever seen.

With a piercing "yip whoop," Mrs. Pemberton leaped into the air, her boot heels a-clicking. She whirled and swayed but somehow lost her balance, her knees a-buckling. She hit the floor with a bang and slumped into a heap.

Frantic, I hopped down from my perch and dragged her into the easy chair. With "The Indiana Teamster" I fanned her back to life. As she opened her eyes, I asked: "Are you all right, Mrs. Pemberton?"

"Yes, thank heavens," said she. "It was so much fun to H again!"

Sprawled in the chair with her arms hanging limp, she closed her eyes and sighed. Lady Du Barry hopped up in her mistress' lap. Bo seemed well contented.

I nodded to the alley cat looking rather dazed on top of the piano, saying: "Come on, Tommy-boy, let's beat it while there's a chance. This is no place for an old goat and a rough-and-ready alley cat."

Once out on the street, Tommy took off a-flying to his neighborhood down Haymarket way.

But as I sit here in my cab, I am still a-wondering what else is sides salts that smelling stuff contained. I am certainly curious.

So long, girls.



## Truckings' Best Year Not Enough for All-Out

WASHINGTON — Leland James, president of the American Trucking Associations, Inc., said that the trucking industry set new records in both number of vehicles and ton-miles but faces additional expansion to meet transportation needs in connection with stepped-up defense production.

Mr. James pointed out in a year-end statement that all of the industry's 8,300,000 trucks of all types are now at work. He predicted continued growth in 1951 "as the pace of the economy inevitably quickens because of defense production."

Mr. James's statement follows in full:

The trucking industry, like other industries essential to the national defense, is eager to do its part in the present national emergency by providing the transportation services needed by our nation as it is preparing for war and by being ready for even greater tasks if war comes.

During the period of preparation, the industry must maintain essential civilian services, and at the same time, move an ever-increasing volume of material to and from defense plants.

In 1941, at the beginning of World War II, the industry performed 63.3 billion ton-miles of freight service. The 1950 total reached 115 billion ton-miles, an increase of 85 per cent, to establish an all-time record.

In 1941 there were 4,859,000 trucks of all types in service. Now, at the end of 1950, there are 8,300,000 trucks, an increase of 71 per cent, which is also a new record.

From these figures it would appear that the trucking industry is far better equipped today than it was in 1941 to serve our country in an emergency. But the fact is that these trucks are now all working and the outlook for the year ahead is one of continued growth, as the pace of the economy inevitably quickens because of defense production.

Without all-out war, it is estimated that 10 million trucks required to maintain essential

services will reach 10,000,000 by the end of 1951. The actual number probably will depend upon the allocation of materials to truck manufacturers. To help officials determine the allocation of materials, the American Trucking Association, on the basis of an industry survey, has advised the Defense Transport Administration that the trucking industry's conservative needs for new equipment include 100 heavy trucks, tractors, 418,000 medium trucks, truck tractors, and 96,000 trailers. Recommendations as to the number of light trucks will be made after studies are completed.

It is estimated that half the vehicles needed in 1951 will be used to replace units that will be wearing out. The rest will be necessary additions to the fleet to meet the growing dependence upon truck transportation to the defense program and the increasing decentralization of industrial plants.

World War III comes and brings with it the sabotage and bombing of our defense plants and transportation facilities, rail services may be disrupted and the trucking industry will have to be ready to step into the breach. Magnitude of this added task is hard to estimate but revival of millions of our people and the winning of the war itself may depend upon its correct handling, and the provision in advance of the facilities to meet the situation.

## Anyone Can Help Fight Polio by Joining the March of Dimes

The 1951 March of Dimes of the National Foundation for Infantile Paralysis, will be conducted January 15-31.

The National Foundation is the only national, non-governmental organization that provides patient care, in addition to conducting research and educational programs. For the third consecutive year the United States has had high polio incidence. Before 1949, some 25,000 new cases were recorded. Coming on the heels of the record-breaking incidence of 42,173 cases in 1949, the now carried by the National Foundation is staggering.

In a single 1950 polio case was reported, there were about 100 patients stricken in earlier years who still needed care. It doesn't just hit and run. Every epidemic leaves in its critical backlog of crippled children and adults. National chapters throughout the country have shouldered the responsibility of financing treatment for those who need help. This year almost \$47,000,000 in March of Dimes funds in the last year. And the responsibility grows heavier with each year that is new thousands are added to the roster. The National Foundation during 1950 had to use every available dollar to provide medical assistance. By January 1 there were no reserves for patient care.

Public labor public of the nation have given invaluable support to the fight against polio. They are responsible in the march of dimes drives.

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And  
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Woul  
He w  
But sile  
Ne'er to  
Yet did h  
The call to  
For thought  
A man who  
Of life placed  
He gave his life  
With choice like  
We are so used  
To honor him.

## Katz Re-elected For 5 Years by Richmond Loc

(Continued from Page 1)

steward in southern Indiana to help boost the local's business in that territory.

Elected with Katz were Lloyd Atkins, of Omar Baker, vice-president, and William Walters, of Commercial Motor Freight, three-year trustee. President Wayne Watkins was not up for election at this time. He was recently elected secretary-treasurer of the Central Labor Council here.

At the invitation of the Wayne County Civilian Defense director, Mr. Katz has agreed to take a course of instruction in first aid so that he can teach Teamster volunteers the work of serving in emergency situations.

## Good Contracts At Lawrenceburg

Teamsters Local 691 has obtained a number of good contracts in Lawrenceburg. These include one with the People's Coal Co., Inc., giving 22 members substantial pay increases and additional holidays.

Fifty plant employees of Seagram and Schenley distilleries are affected by a new agreement, opened voluntarily by the companies, giving added pay, with extension of three years and automatic increases each year, plus possible cost of living raises.

At present the union is negotiating a new agreement for Schenley road drivers and garage helpers and hopes to get something for them compatible with the benefits obtained for inside workers.

Local 691 has organized the Lawrenceburg Bus Company and obtained more money and holidays for the drivers.

Also, workers at the Dearborn Ready Mixed Concrete and Gravel Co. have joined Local 691 and are now getting more money.

## In Richmond And Elsewhere

Drivers, warehousemen and helpers of C. D. Kenney Co., Richmond are benefiting by a new agreement just signed for them by Local 691.

City Freight Teamsters in Richmond and Connersville have had their increased wages escalated from May, 1951 to January.

Home Laundry drivers in Richmond have joined Local 691 and are awaiting a certification election.

affiliated with this local union. We are asking our members not to patronize this company. The company makes it so rough on all its drivers that they quit before we get them organized.

Brother Harold Owens is back to work at the Ellis Trucking after an illness of over a month.

Brother Gordon Dingerson, driver for the Miller Transportation at Anderson, is back to work after having suffered a fractured skull in an automobile accident six weeks ago.

Brother Floyd Lindley has been off work from the R. D. Motor in Muncie since December 22. He is being treated at the Veteran's Hospital in Indianapolis and hasn't as yet resumed work.

Brother Orrin Franklin of the Tarbet Trucking broke a finger on December 30 while working on his automobile. He'll be off work for approximately six weeks.

tion by the State Department of Labor.

This local also has organized the Miller-Kemper Lumber Co. in Richmond with contract, and is now working on the other lumber yards.

Raises and fringe conditions have been obtained by Local 691 for members employed in the Porcelain Steel and Rex Manufacturing Co., Connersville.

President Watkins is busy passing the hat at various barns to buy new spectacles, etc. for Harvey Beecraft, when Mr. Beecraft recovers from a serious eye operation, which now has him hospitalized. Mr. Beecraft is one of the union's best members and for some time had been steward at the International Furniture Co. in Rushville. He has been exceedingly unfortunate in the illness of a daughter. The union's casualty insurance plan has helped him considerably, but the matter of getting him properly fitted with pensive glasses is being taken up by President Watkins.

Incidentally, furniture drivers in Richmond of two men are awaiting a serious

1951 will have to be prepared to do a lot more hiking than hitchhiking, a survey of state laws against hitchhiking shows.

According to the National Highway Users Conference, 26 states plus the District of Columbia puts thumbs down on thumbers by laws of varying severity against the solicitation of rides. One of these, Washington State, also makes it an offense for the motorist to pick up a hitchhiker.

Even in some of the states without an anti-hitchhike law, trucks are forbidden, either by law or by public utilities commissions to carry unauthorized persons. All motor carriers under the jurisdiction of the Interstate Commerce Commission are affected by a similar prohibition no matter where they operate.

States with anti-hitchhike statutes include Arizona, Arkansas, California, Colorado, Connecticut, Delaware, Illinois, Indiana, Iowa, Kentucky, Maine, Minnesota, Mississippi, New Jersey, New York (which specifically exempts soldiers and sailors in uniform), North Carolina, Ohio, Oregon, Pennsylvania, Rhode Island, South Carolina, Texas, Utah, Wisconsin and Wyoming.

In at least two other states, Florida and Michigan, hitchhiking is regulated by local ordinance.

By restricting hitchhiking, the laws of the 26 states are in accord with a similar provision of the model national Uniform Vehicle Code, which is designed to make statutes regulating motor vehicles more nearly uniform in all states. The Code simply provides that "no person shall stand in a roadway for the purpose of soliciting a ride from the driver of any vehicle."

About one out of every three trucks, and more than one seven passenger car is the farm vehicle off.



## Date with Local No. 188

By CLARA WILHELM

tract has been signed with Polk Milk Co. with an in-  
h inside employees and drivers.

have been signed with National Biscuit Co., Sawyer  
fection Biscuit, with an increase for drivers and ware-

Biscuit  
housemen.

the bi-  
confer-  
a State  
r in Indi-  
16 and  
pledging  
the na-  
ram.

is held  
shortly be-  
of the Indi-  
ature, to dis-  
program and  
the General As-

the Teamsters, of  
as Pat Hess, of the  
ne Teamsters, who  
ce-president of the  
ederation and a reg-  
lobbyist for that

declaration of patri-  
states in part:

We, therefore pledge  
elves and the entire  
nbership of the Indiana  
te Federation of Labor  
do all within our power,  
ough sacrifices, restraints  
d the full measure of la-  
or in the factories, on con-  
struction and wherever our

people may be employed to  
the extent, if it may be nec-  
essary, for longer hours and  
a relaxation of some of the  
principles of employment  
that have become so dear to  
us after more than 100 years  
of struggle to achieve."

INSURANCE FOR  
COAL DRIVERS

KOKOMO—A new agree-  
ment between Teamsters  
Union No. 759 and four  
coal companies here pro-  
vides for health and wel-  
fare insurance benefits for  
the employees. It is effective  
as of January 1.

The insurance is similar  
to that recently provided  
for over-the-road and other  
freight drivers.

The contract, carrying in  
addition certain fringe con-  
ditions, was obtained by O.  
B. Chambers, union secre-  
tary-treasurer, with the fol-  
lowing companies: Cody  
Coal Co., Ellis Building and  
Material Co., Hansell Coal  
Co. and the Star Coal Co.

Teamsters Union 759 has  
completed practically all its  
contracts, with cost of living  
increases for its members.

The 118,300,000 board feet of  
lumber utilized each year by the  
nation's trucking industry would  
furnish enough lumber to build a  
boardwalk six feet wide from New  
York to Los Angeles.

Some 65 per cent of the na-  
tion's livestock goes to market  
by truck, and 85 per cent of the  
nation's urban population receive  
their fluid milk from the coun-  
try by truck.

the American Trucking As-  
sociations, Inc. by Safety  
Director Magnus, lists Sid-  
ney H. Adams as topping  
the list, with nine years of  
accident-free driving to his  
credit.

Theodore Gard and Theo-  
dore G. Hamilton each are  
credited with six years.

Four-year records are  
claimed for Howard Over-  
peck, Harry J. Hill and Rob-  
ert Flory.

Three-year records —  
George Grant, Richard A.  
Fortner and James V. Mor-  
ton.

Two-year—Robert E. Pot-  
ter, Bernard Hulsey and  
Robert Allen.

One-year—Otis Shoemak-  
er, Robert A. Carpinto, Jer-  
ry R. Beaver, James A.  
Wethington, Burl V. Wat-  
son, Luman W. Goheen,  
Chester A. Hellard, Charles  
J. Clapp and John G. John-  
son.

60 Take Motor  
Course At Purdue

Nearly 60 persons attended a  
five-day motor vehicle main-  
tenance course at Purdue Univer-  
sity this month.

Planned primarily as a training  
course in the work of superin-  
tending supervisors and foremen  
in the maintenance of motor ve-  
hicles, the course was held at the  
Purdue University campus in  
Lafayette, Ind.

William H. Combs—1.  
Robert F. Sheeks—1.  
Rex L. Gard—1.  
Claude W. Fox—4.  
Joseph Allee—4.  
Charles H. Hunter—2.  
William E. Devine—2.  
Lewis R. Pool—2.  
Lloyd B. Clark—5.  
Charles L. Dittsworth—4.

O. B. Chambers  
Re-elected Head  
of Joint Council

(Continued from Page 1)

Haute, was elected vice-  
president. E. J. Williams,  
secretary-treasurer of Team-  
sters Local 135, Indianapo-  
lis, was re-elected secretary-  
treasurer of the council and  
J. W. Coakley, secretary-  
treasurer of Teamsters Lo-  
cal 144, Terre Haute was  
re-elected recording secre-  
tary. Maurice E. Day, of Lo-  
cal 193, Indianapolis, was  
elected three-year trustee.

All were nominated with-  
out opposition and the secre-  
tary cast a unanimous ballot.

Mr. Chambers was first  
elected to the council presi-  
dency in 1947 and has never  
been opposed for re-election.  
Joe Williams has been sec-  
retary-treasurer of the coun-  
cil since it was first organ-  
ized.



President C. E. Davis and Secretary-treasurer L. W. Bea, along  
with Mrs. Davis and Mrs. Bea are now enroute to Hollywood, Calif.,  
where they will attend the National Bakery Conference at the Roose-  
velt Hotel. They will combine business with pleasure by being able  
to escape the bad winter weather which we are having, and by visit-  
ing with relatives in California and New Mexico.

Brother Rudolph Hinderliter has just been elected to serve as  
steward by the members at Mechanics Laundry, replacing Brother  
Breedlove, who has left the company. We want to assure Brother  
Hinderliter that we will be glad to be of any possible assistance to  
him at any time.

We are sorry to report that since our last issue we have had two  
deaths among our membership. Brother Ansel Ashley, formerly em-  
ployed at Indiana Condensed Milk Co. at Lebanon, passed away on  
December 4, and Brother Chas. Wiseman, a Polk Milk Co. former  
employee, passed away on December 12. Brother Wiseman has a  
brother, Dewey Wiseman, who is a member of our local, and em-  
ployed at Kraft Foods. To the members of both of these families,  
we extend our sincere sympathy.

Brother Ralph Fry, formerly an employee of Sawyer Biscuit Co.  
wrote a very interesting letter to Brother Davis, in which he advised  
that he is stationed on a destroyer in the Pacific, and is feeling fine,  
except for being homesick. He wrote this letter on Christmas Day.  
His address is: Ralph R. Fry, S.N., 780-16-17, USS Wedderburn  
DD684, % F.P.O. San Francisco, Calif. We hope that it won't be too  
long before Brother Fry will be back home, and attending our meet-  
ings again. How about some of you members dropping him a line  
from time to time.

We also received another nice letter from Brother Harold Steir-  
metz, who is now in Wanson. He doesn't expect to be there too  
long, as the odds are very great. We hope to see you, too, before  
too long, Harold!

News from Kroger Dairy is the arrival of a new baby girl at  
the home of Mr. and Mrs. Henry Burton, Jr., born on December 19.  
Congratulations to all three of you, Mr. and Mrs. Burton!

Congratulations are also in order for Brother Lester Ross, who  
took unto himself a bride on Thursday, January 11. May you  
both have a happy life, Brother.

Brother Clark of Excel-  
Laundry, also of a lingering ill-  
January 3. We extend  
deepest sympathy to the family.

Brother Pete Feldhake passed out cigars recently, celebrat-  
ing the arrival of a new baby boy, at Coleman Hospital. Brother  
hake is employed at Gregg Cleaners. Best wishes to you, Bro-  
ther and Mrs. Feldhake!

Brother Samuel Kennedy, steward at Gregg, is suffering  
a back injury. We wish you a speedy recovery, Sam!

Mrs. Louise Boone, who makes her home with her son, B.  
Walter Schneider, one of our trustees, is seriously ill. We hope  
is on the road to recovery.

Have any of you moved lately? If so, please advise us so  
we can keep our files current, for mailing list purposes, or advise your  
ward, who will advise us.

Court Upholds  
1949 Truck Act

Indiana Supreme Court has up-  
held the constitutionality of the  
1949 State Truck Weight Act in  
the first test of the law.

The high tribunal returned a  
unanimous decision January 11 in  
upholding Marion County Superi-  
or Court 5 in the case of W. A.  
Barber Grocery Co., Inc.; Glen-  
sons Home Made Pies, Inc., and  
the Portland Silo Co.

The complainants contended the  
act was unconstitutional in that  
it attempted to convert a police  
power measure into a tax power  
measure.

The decision, handed down by  
Judge Paul G. Jasper, ruled that  
the 1949 act is both regulatory  
and revenue-raising in scope.

The law makes mandatory the  
annual registration of vehicles  
and a declaration of maximum  
loads.

Evansville Ice Men  
Elect '51 Officers

EVANSVILLE—Ice Men's Lo-  
cal No. 582 has elected and in-  
stalled its 1951 officers as fol-  
lows:

George Leach, president; Dallas  
Seltz, vice-president; Arval Miller,  
recording secretary, and Julius  
Winiger, re-elected financial se-  
cretary. New trustees are Gordy  
Wilson and Gil Humphreys.

All officers were unopposed for  
the offices to which they were  
elected.

FORUM OF THE  
SPONSORED BY

WASHINGTON — Beg-  
January 7, American Truck-  
ing Associations, Inc., will spon-  
sore a radio broadcast of Am  
Forum of the Air, oldest and  
known of the discussion-type  
grams on radio. The program  
will be carried every Sunday  
evening over the full NBC net-  
work of 166 stations, with the  
time 1:30 to 2:00 P. M.  
Presentation time varies as fol-  
lows:

WIRE, Indianapolis, 12:30  
WLW, Cincinnati, 1:30-2  
WAVE, Louisville, 12:30  
KDKA, Pittsburgh, 1:30-2  
WMAQ, Chicago, 12:30-1  
WTRC, Elkhart, 12:30-1  
WOWO, Ft. Wayne, 12:30  
WBOW, Terre Haute,  
1:00.  
WGBF, Evansville, 12:30

Birdsong Re-n-  
To Building B

EVANSVILLE—All offi-  
the Evansville Building and  
Construction Trades Council  
named at the annual con-  
Henry Kuhn, recording secre-  
tary, has announced.

They are: president, Clyde  
song, of Teamsters No. 211;  
president, Lonnie Harris;  
ing secretary, Harry Kuhn;  
urer, W. T. Scott.